

Entertainments.

THEATRE ROYAL, CITY HALL.
THE HONGKONG AMATEUR DRAMATIC CLUB
WILL GIVE
TWO PERFORMANCES
OF
'TRIAL BY JURY'
AND
'Creatures of Impulse'
TO-MORROW,
(SATURDAY), 8th February,
MONDAY, 10th February,
Commencing each evening at 9 p.m. precisely.

TICKETS can be obtained at the THEATRE ROYAL, on and after Monday, the 3rd February, at 10 a.m.
Booking Office opens each day from 10 a.m. to 4 p.m.
PRICES \$3.00, \$2.00 and \$1.00.
The Public are reminded that NO CHITS WILL BE TAKEN at the Booking Office.
LATE TRAM 15 Minutes after each Performance.
Hongkong, February 7, 1896. 218

THEATRE ROYAL, CITY HALL.
Under distinguished Patronage of H.E. the GOVERNOR.
CONCERT
BY
SIGNORINA VICTORIA FERRY,
ASSISTED BY
SEVERAL LEADING AMATEURS.
Serpentine Dances.
TUESDAY,
February 11th, at 9.15 p.m.

SEATS can be booked at Messrs. KELLY & WALSH, Ltd.
PRICES AS USUAL.
Hongkong, February 5, 1896. 258

To-day's Advertisements.

CHINESE NEW YEAR HOLIDAY.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on THURSDAY, the 13th Instant.

For the 'Chartered Bank of India, Australia and China,'
T. H. WHITEHEAD,
Manager, Hongkong.

For the 'Hongkong and Shanghai Banking Corporation,'
T. JACKSON,
Chief Manager.

For 'The National Bank of China, Limited,'
GEO. W. F. PLAYFAIR,
Chief Manager.

For the 'Mitsui Bussan Kaisha, Limited,'
J. W. R. TAYLOR,
Manager, Hongkong.

For the 'Banque de l'Indo-Chine, Hongkong Agency,'
L. SIMON,
Manager.

For the 'Bank of China and Japan, Ltd., Hongkong,'
CHAMBERLAIN INCHBALD,
Manager.

HONGKONG, February 7, 1896. 312

CUSTOMS NOTIFICATION.

No. 68.
THE OPIUM EXAMINATION OFFICE AND STATIONS OF THE ROWLTON CUSTOM HOUSE will be CLOSED from the 12th to the 16th FEBRUARY inclusive, in observance of the CHINESE NEW YEAR'S FESTIVAL.

H. M. HILLIER,
Acting Commissioner of Customs for Kowloon and District.

Overseas House,
Kowloon, 7th February, 1896. 309

ZETLAND LODGE,
No. 525 E.C.
AN Emergency MEETING of the above LODGE will be held in the FRANKMASON'S HALL, Zetland Street, on FRIDAY, the 14th Instant, at 7.30 for 8.30 p.m. precisely. VISITING BRETHREN are cordially invited to attend.
Hongkong, February 7, 1896. 306

OCEAN STEAMSHIP COMPANY.
FOR KOBE AND YOKOHAMA.
The Steamship *Irion*, Captain Nishii, will be despatched TO-MORROW, the 8th Instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 7, 1896. 377

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
The Steamship *Koching*, Captain Hocking, will be despatched TO-MORROW, the 8th Instant, at 3 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 7, 1896. 307

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
The Steamship *Paoting*, Captain Grylls, will be despatched TO-MORROW, the 10th Instant, at 6 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 7, 1896. 308

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports.	Taiyuan (s).	Butterfield & Swire.	Feb. 18, at 3 p.m.
Bremer & Port-au-Prince.	Prinz Heinrich (s).	P. & O. S. N. Co.	March 1, at 9 a.m.
Japan.	Ancona (s).	Butterfield & Swire.	Feb. 8, daylight.
Kobe and Yokohama.	Koching (s).	P. & O. S. N. Co.	Feb. 10, at 3 p.m.
London & Ports of Call.	Merionethshire (s).	P. & O. S. N. Co.	Feb. 13, at noon.
London & Hamburg.	Peking (s).	Butterfield & Swire.	Feb. 13, at noon.
London & Hongkong.	Pyrites (s).	Arnold, Karberg & Co.	About Feb. 22.
London & Hongkong.	Noriko (s).	P. & O. S. N. Co.	Feb. 11, at 4 p.m.
London & Hongkong.	Borneo (s).	Arnold, Karberg & Co.	About Feb. 22.
London & Hongkong.	Glenesk (s).	Arnold, Karberg & Co.	About Feb. 22.
London & Hongkong.	Clontarf (s).	Arnold, Karberg & Co.	About Feb. 22.
London & Hongkong.	Radnorshire (s).	P. & O. S. N. Co.	Feb. 19, at 10 a.m.
New York & Suez Canal.	Port Adelaide (s).	Dodwell, Carhill & Co.	About Feb. 21.
New York & Suez Canal.	China (s).	Pacific Mail S. S. Co.	March 3, at noon.
S. Francisco & Y. Japa.	China (s).	Pacific Mail S. S. Co.	March 3, at noon.
S. Francisco & Y. Japa.	China (s).	Pacific Mail S. S. Co.	March 3, at noon.
San Francisco.	Brookfield (s).	Butterfield & Swire.	Feb. 8, at 3 p.m.
Shanghai.	Koching (s).	P. & O. S. N. Co.	Feb. 10, at 3 p.m.
Shanghai.	Mirapora (s).	Jardine, Matheson & Co.	About Feb. 11.
Shanghai.	Prinz Heinrich (s).	P. & O. S. N. Co.	About Feb. 11.
Shanghai and Kobe.	Maria Teresa (s).	P. & O. S. N. Co.	Feb. 8, at noon.
Shanghai, Niki, Kobe & Y.	Bombay (s).	Arnold, Karberg & Co.	March.
Singapore, Penang & Y.	Prinz Heinrich (s).	P. & O. S. N. Co.	About March 3.
Singapore, Penang & Y.	Kutsang (s).	Jardine, Matheson & Co.	Feb. 10, at 3 p.m.
Singapore, Penang & Y.	Shantung (s).	P. & O. S. N. Co.	Feb. 18, at noon.
Singapore, Penang & Y.	Robilia (s).	P. & O. S. N. Co.	Feb. 10, at noon.
Tacoma, &c.	Victoria (s).	Arnold, Karberg & Co.	Feb. 12, at noon.
Vancouver (B.C.) &c.	Victoria (s).	Arnold, Karberg & Co.	Feb. 12, at noon.
Yokohama, Kobe & N.Y.	Hohenzollern (s).	Norddeutscher Lloyd.	About Feb. 11.

To-day's Advertisements.

FOR SHANGHAI.
The Steamship *Paoting*, Capt. T. LEHMANN, will be despatched for the above Port on TUESDAY, the 11th Inst., at 4 p.m.
For Freight or Passage, apply to
SEYMOUR & Co.
Hongkong, February 7, 1896. 305

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
The attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the Interior and Eastern Cities of the UNITED STATES AND CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class Table. Doctor and STEWARDNESS provided.

HONGKONG TO NEW YORK, \$300.
The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$295.
Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG: (SUBJECT TO ALTERATION).
Victoria..... 9.107 Monday Feb. 10.
Hankow..... 9.554 Tuesday Mar. 10.
Tacoma..... 9.549 Tuesday April 7.
Victoria..... 9.107 Tuesday May 5.

THE Steamship *VICTORIA*, Captain J. PANTON, R.N.R., sailing at 10 a.m. on MONDAY, the 10th February, will proceed to AMOY, KOBE, YOKOHAMA, VICTORIA (B.C.) and TACOMA (Wash.). Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.
Agents.
Hongkong, February 7, 1896. 100

SHIPPING.

ARRIVALS.
February 7.—
Felicity, British steamer, 880, J. Warren, Shanghai February 4, General—C. M. S. N. Co.
Boynton, British steamer, 1,630, W. T. Irving, Kaituma February 2, Coal—Mitsui Bussan Kaisha.

Suez, German steamer, 634, H. Brönsen, Haiphong February 4, Ballast—A. R. MANN.

Sabine, German steamer, 568, J. Sauer, Mch February 3, Coal for Canton—ARNOLD, KARBERG & Co.

Petrarch, German steamer, 1,252, Schell, Saigon Feb. 1, Rice—WILSON & Co.

DEPARTURES.
February 7.—
Doctina, for Saigon.
Hollins, for Swatow.
Sidi, for Shanghai.
Wing Hong, for Swatow.
Mitic, for Singapore and Bombay.
Orist, for Singapore and London.
Chingtu, for Macao and Sydney.
Brinilda, for Bangkok.
Neri, for Shanghai.
Feiching, for Canton.

CLEARED.
Tui Yick, for Sumatra.
Tien, for Kobe.
Benvenue, for Singapore.
Suzhou, for Amoy.
Phra Chula Chom Kiao, for Bangkok.
Riotiere, for Saigon.

PASSENGERS.
ARRIVED.
Por Feiching, from Shanghai, Mr. Cunningham, and 23 Chinese.
Por Petrarch, from Saigon, 27 Chinese.

DEPARTED.
Por Hocking, for Amoy, Mr. P. J. Sproule, for Kowloon, Mr. H. M. Bevis.
Por Mitic, for Singapore, 1 Japanese.

Por Doctina, for Saigon, 8 Chinese.
Por Wing Hong, for Swatow, 28 Chinese.
Por Orist, for Singapore, 345 Chinese.
Por Brinilda, for Bangkok, 10 Chinese.
Por Chingtu, for Macao, Mr. Attilio Marangoni, for Sydney, Mr. Dawson, and Master Dawson, and Mr. J. Holliday.

Por Doctina, for Saigon, 8 Chinese.
Por Wing Hong, for Swatow, 28 Chinese.
Por Orist, for Singapore, 345 Chinese.
Por Brinilda, for Bangkok, 10 Chinese.
Por Chingtu, for Macao, Mr. Attilio Marangoni, for Sydney, Mr. Dawson, and Master Dawson, and Mr. J. Holliday.

MEMOS. FOR TO-MORROW.

Shipping.
Daylight.—Lion leaves for Kobe, &c.
Noon.—P. M. S. S. Co.'s Steamer China leaves for Japan and San Francisco.
Noon.—Bombay leaves for Shanghai, &c.

Auctions.
2.30 p.m.—Auction of Chinese Porcelain, &c., at Mr. Goo. P. Lammer's.
Amusements.
6 p.m.—A. D. O. Performance at City Hall.

Miscellaneous.
Goods per Steamer Malacca unclaimed after Noon subject to rent.
Transfer Books of The Hongkong & Kowloon Wharf & Godown Co., Ltd., closed from this date to the 17th Inst., inclusive.

General Memoranda.
SUNDAY, February 9.—
Goods per Barcelona undelivered after this date subject to rent.
MONDAY, February 10.—
Noon.—Meeting of Shareholders of The Wharf, Warehouse & Storage Co., Ltd., at the General Managers' Office.
4 p.m.—Auction of Crown Land at Yau-mai (N. of K. I. L. 669).
5.30 p.m.—Meeting of Members of the Hongkong & Kowloon Association at the Hongkong Hotel.

Goods per Venzon undelivered after this date subject to rent.
Transfer Books of The Hongkong & Whampoa Dock Co., Ltd., closed from this date to the 24th Instant.

TUESDAY, February 11.—
Goods per Sika undelivered after this date subject to rent.
9 p.m.—Meeting of Members of the City Club at the Club House.
9.15 p.m.—Concert at the City Hall.

WEDNESDAY, February 12.—
Kowloon Customs Office closed from this date to the 15th Instant.

THURSDAY, February 13.—
Local Banks close.
FRIDAY, February 14.—
5.30 p.m.—Meeting of Zeland Lodge.

Transfer Books of The Hongkong & Whampoa Dock Co., Ltd., closed from this date to the 27th Instant, inclusive.

SATURDAY, February 15.—
Noon.—Meeting of Shareholders of The Hongkong & Shanghai Banking Corporation, at the City Hall.

MONDAY, February 17.—
Noon.—Meeting of Shareholders of The Hongkong & Kowloon Wharf & Godown Co., Ltd., at the Company's Office.

WEDNESDAY, February 19.—
Noon.—Meeting of Shareholders of The China Fire Insurance Co., Ltd., at the Company's Office.

MONDAY, February 21.—
Noon.—Meeting of Shareholders of The Hongkong & Whampoa Dock Co., Ltd., at the Company's Office.

TUESDAY, February 22.—
Noon.—Meeting of Shareholders of The Hongkong & Whampoa Dock Co., Ltd., at the Company's Office.

THURSDAY, February 24.—
Noon.—Meeting of Shareholders of The Hongkong & Whampoa Dock Co., Ltd., at the Company's Office.

A RAMBLE THROUGH SOUTHERN FORMOSA.
By MR. G. TAYLOR.
With Woodcuts.
[Reprinted from the China Review.]
One of the Best Sketches of Formosa Life yet written.

May be had—Price, \$1—at Messrs. LANE, Crawford & Co., and Messrs. KELLY & WALSH, Limited, Hongkong; also, Mr. N. MOORE, Amoy.

A. S. WATSON & Co., LIMITED.
ESTABLISHED A.D. 1841.

Wines and Spirits.
ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERY—Excellent Dinner and After Dinner Wines of very superior Vintage. All are true Xeres Wines.

CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the vine of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked 'E' is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, January 1, 1896.

BIRTHS.
At Hamburg, on the 31st of January, the Wife of Mrs. TAYLOR, of a Son.
At Shanghai, on the 1st February, the Wife of H. O. MANNING, of a Daughter.
At No. 11, Kinkling Road, Shanghai, on 2nd February, the Wife of Dr. WARWICK WINSTON, of a Son.

DEATH.
At Cairo, on the evening of Sunday, the 2nd February, MARIE, the beloved Wife of FR. LEBER, late of Shanghai.

The publication of this issue commences at 7.25 p.m.

The China Mail.

HONGKONG, FRIDAY, FEBRUARY 7, 1896.

THE reports which we published in last night's issue concerning the Queen's College open a wide range of questions for consideration and discussion. It is well known that the condition of the College has been for years past engaging the attention of the Government and of the Secretary of State, and it is an open secret that the views of the Head Master are not in accord with those of his superiors in office. Before we enter, however, upon this phase of the question, it may be well to congratulate the Colony upon the proceedings at the Prize-giving held yesterday. Never since H. E. the Governor has assumed the duties of his high office here has he spoken so well as he did when addressing the boys of the College on this occasion. It was a most important speech, and there was evidence in it of a wholesome grasp of his subject, and an independent masterful tone about it which was all the more welcome because it is not so often made manifest as it might and ought to be. His Excellency is also to be congratulated in the warmest manner upon the friendly, considerate but honest and frank mode of putting his foot down upon the faulty system which has now been demonstrated to exist in the College. In the admirably lucid and impartial report made by the independent Examiners, certain points are put forward which may be open to discussion, as far as the details are concerned; but there cannot be two opinions regarding the comparative failure of the Institution to fulfil its original purpose. The Rev. Messrs Cobbold and Pearce are gentlemen of undoubted ability and experience, and their impartiality and fairness cannot for a moment be questioned. His Excellency is therefore fully justified in accepting their verdict, and in deciding to not upon it. One of the nearest parts of his address was the passage in which he spoke of the concerted action rendered necessary—on the part of the Government, the Governing Body and Dr. Wright. From the Governor's remarks it may safely be concluded that he is a true-born Briton. That is a point which was made quite clear. Indeed, Sir William Robinson may be said to have unwrapped himself in the ample folds of the dear old flag from head to heel. It is, we think, a most timely thing for the Governor of a British Colony to do now and again, to remind the surrounding nations that we are British, and that we really have some things of which we may fairly be proud. There are times when such a declaration as that now made by Sir William—made in a dignified manner, as this undoubtedly was—becomes a duty. Outside the Queen's College, and perhaps inside of it too, there is a growing tendency to overlook the fact that this is a British Colony, governed and administered, it is true, for the good of all, but still an integral portion of the British Empire. And this is really the stand point from which the Queen's Representative must regard the management of the Queen's College. This institution has not as yet succeeded (whatsoever it may do later on) in carrying out the cherished wishes of the Governors of the Colony or the expressed desires of the Secretaries of State at Home. Its failure to exercise an Anglicizing influence commensurate with the money and labour expended upon it is the point which will now be kept in view in suggesting the desired remedy for the present state of things. We do not suppose for a moment there will be any insuperable difficulty in formulating a scheme of reform on the system which has now been so conclusively condemned to be faulty. Once the aim is clearly understood, and the faults discovered, the co-operation of the Government, the Governing Body and the Head Master should very soon bring the College into line, and more in accord with the conditions and prospects of the institution in the time of Dr. Stewart. We do not for the present propose to show the particular points of departure from the lines laid down by Dr. Legge and Stewart, in the management of the College, by the present able Head Master. That can be left for a future occasion. The community, in the meantime, are to be very warmly congratulated upon the healthy movement now actively begun, and upon the apparent absence of any ill-feeling amongst these immediately concerned in the welfare of the Queen's College.

Food for Thought.—He pressed a kiss upon her lips. "How can you?" she exclaimed. "Ah, love is blind," he answered. And, when, four hours later, he took his departure, she was still thinking.

Dr. Wright recalls some stories of judges. Several are told concerning Sir Robert Graham, who in the days of Sergeant Ballantine presided at the Central Criminal Court. The Commissioner, who presided himself on remembering faces, once ventured to say that he recognized a lad who appeared before him in the dock. "Gladly," he said, "do you know anything of this youngster?" "Oh, yes, my lord," was the reply, "he's a very bad boy, a constant associate of thieves. He's been very badly brought up, my lord. His mother keeps a disreputable house." "Ah," said the judge. "I know I was right. I was quite sure your case was well argued."

At a Marine Court held yesterday Thomas Madden, a freeman employed on the steamer *Naris*, was sent to goal for three days for wilfully disobeying the orders of the master, William Daniel. The prisoner said he would rather go to prison than work.

A COMPROMISE has been arranged in the Donar-Kongas collision case by which the owners of the *Donar* pay \$10,000. The first payment suggested, the *Siam Free Press* hears, was \$9,000, but in view of the fact that there might possibly be litigation on the matter the additional sum of one thousand dollars was added to prevent any possible chance of pickings for the lawyers.

YET another new industry for Tonkin is explained one of our French contemporaries. It is stated that an Anglo-French Company will be floated in Shanghai, with a capital of 1,000,000 taels—all subscribed—for the purpose of establishing a factory at Doan for fish products, including ayu. An engineer is expected soon to commence the construction of the buildings and prepare for the reception of the necessary machinery.

On the 24th January, a French column operating against the Chinese footsloggers on the borders of Tonkin attacked a band of seven hundred Chinese in a strong position at Khan-ou. After a stiff resistance, the Chinese fled precipitously. The French loss was four killed; two Europeans and seven tirailleurs, wounded seriously, and two Europeans (Captain Daillex and a sergeant-major) and one tirailleur, wounded slightly. Our Tonkin contemporaries praise the French troops for their gallantry.

TO-MORROW afternoon, on the Happy Valley, in the semi-final for the Hongkong Football Cup, Kowloon will play B Company, R.B. Kick-off at 4 p.m. Referee—Mr. King. Kowloon will be represented by the full team—Goal, Knight; backs, Ewing and Stewart; half-backs, Robinson, Henderson and Egan; forwards, Symington and Gow, McSwaid, Milley and Simpson. The Kowloon record for the present is—Matches played 12, lost 2, won 9, drawn 1; goals scored 25, lost 5.

THE Legislative Council meets on Tuesday next, 11th Inst., at 3 p.m. The following is the programme of business:—1. Financial Minutes, No. 1. 2. Sanitary By-laws.

Order of the Day.—1. First reading of a Bill entitled "An Ordinance to prevent doubts as to the validity of documents heretofore sealed with the Seal of the Colonial Court of Admiralty of Hongkong." 2. First reading of a Bill entitled "An Ordinance to amend and consolidate the Law relating to the Sale of Goods." 3. First reading of a Bill entitled "An Ordinance to amend the present law as to the validity of the registration of a 'Lis pendens'." 4. First reading of a Bill entitled "An Ordinance to provide for the extradition of fugitive criminals from the Territory of the British North Borneo Company." 5. First reading of a Bill entitled "An Ordinance for the incorporation of the President in Hongkong of the 'Basel Evangelical Missionary Society'." 7. Committee of the Bill entitled "An Ordinance to amend the Law as to certain Monies paid into the Supreme Court or to the Registrar thereof." There will be meetings of the Finance and Public Works Committees after the meeting of Council.

A FORTWARTS syndicate—shall we call it—of H. M. ships: *Victor Emanuel*, *Albatross*, *Plymouth*, and *Adolphus*, gave a "Smoker" on board the old *Peter* last night. It is needless to say the "house" was crowded, and all the officers (from the Commodore downwards) were "busy doing everything they could for the comfort of their guests—who numbered, perhaps, over 150. The ventilation of the theatre was excellent, and the stage was a triumph of national neatness; and one of the features of the entertainment was the admirable made provided by the Band of H. M. Contingent. When we mention that the more serious portion of the programme was furnished by Dr. Meadows, Mr. Green, Mr. Crow, Mr. R. W. McIndoe, and Mr. G. P. Lammer, this memorandum is quite sufficient to enable any one to "size up" the quality of the music provided by the Committee of Management. Captain Robinson occupied the chair, and he contributed not a little to the good humour of the evening. Mr. F. B. Waymouth, as stage-manager, was everywhere where he was wanted, and Mr. G. Grindle was seated by the piano every time, unless when relieved by Mr. G. Lammer. The comical or "diversion" element was supplied by Mr. I. Ryan, R.N., Mr. W. Stevens, R.N., and the ever-popular Dr. Lowman. Messrs. Shafford and Stevens gave an "extraordinary" conjuring performance, which was a caricature was the happiest hit we have seen in this branch of the "black art" for many a day. Dr. Lowman's "Tropical" allusions were exceedingly funny. But the anchor was too many for the rapid course of time, and one or two of the items of the programme could not be presented. The number of smokers showed how the audience appreciated the excellence of the entertainment, and the Royal Engineers are to be congratulated most heartily upon bringing off a most successful entertainment.

OWNS to increase of business, W. Robinson and Co. have removed their Piano and Organ showrooms to Connaught House, large room—new piano.

LOCAL AND GENERAL.

PASSENGER LIST.
OUTWARD BOUND:—Colon, Shetland, January 7: *Kadushire*, 10; *Nectar*, 14; *Kremona*, 17; *Frigo*, Ashdown, 21; *Ernest Simons*, Glenorchy, Dardanus, 24.
HOMeward BOUND:—Tasildale, Jan. 3; *Habarak*, 7; *Monmouthshire*, 14; *Benlaurer*, Malacca, Kupleda, Telamon, 17; *Erato*, 21; *Maria Valerie*, Tracer, Benglo, 24.

Mail.
The P. & O. s. *Mirapora*, with the EXETER MAIL, of Jan. 10, left Singapore at 1 p.m. on Tuesday, Feb. 4, and may be expected here about 6 a.m. on Monday, Feb. 10. This Packet brings replies to letters despatched from Hongkong on Dec. 5.

The Imperial German mail s. *Prinz Heinrich*, carrying the German mails with dates from Berlin to the 13th Jan., left Singapore on Thursday, the 6th February, and may be expected here on or about Monday, the 10th instant.

The O and O. s. *Afridi*, with mails, &c., left San Francisco for this port, via Yokohama and Nagasaki, on the 11th Jan.

The P. M. S. S. Co.'s s. *Pera*, with mails, &c., left San Francisco for this port, via Yokohama and Nagasaki, on the 18th Jan.

The O. & O. S. Co.'s s. *Coptic*, with mails, &c., left San Francisco for this port, via Yokohama, Yokohama and Nagasaki, on the 23rd Jan.

The *Empress of Japan* left Vancouver for Hongkong on the morning of Feb. 4.

Steamers Expected.
The s. *Kadushire* left Singapore on the 2nd instant, and is due here on or about the 9th instant.

The P. & O. s. *Rohilla* left Singapore for this port on Feb. 3, at 10 a.m., and may be expected here on or about Feb. 9.

The D. D. R. steamer *Legia*, from Hamburg, left Singapore for this port on Feb. 2, and may be expected here on or about the 10th Feb.

The s. *Catherine* from Calcutta, left Singapore for this port on the afternoon of Tuesday, Feb. 4, and may be expected here on or about Feb. 11.

The O. S. S. Co.'s steamer *Nectar*, from New York, Glasgow and Liverpool, left Singapore Feb. 6, and may be expected here on or about Feb. 12.

In the Supreme Court yesterday, Mr. Edward Frank Birchall, formerly trading in Hongkong under the name of Ville, Lopes and Co., appeared before Mr. Justice Wills for examination in bankruptcy. Mr. Birchall was present as Official Receiver, and Mr. Birchall appeared for the bankrupt. In the statement of affairs submitted by the bankrupt he estimated his total assets at \$3,493.67 and his debts at \$16,915.47. After the bankrupt had been examined as to his personal expenditure, His Lordship adjourned the examination till the 20th inst.

INTELLIGENCE has been received in Tonkin that at the general meeting of the shareholders of the Késo Coal-mining Co. in Paris, on the 24th December, it was decided to put the Company into liquidation. The principal shareholders, however, have constituted a new Company, with a capital of 2,000,000 francs to carry on the business. Mr. Portal is retained at the head of the concern, and returns to Tonkin. Retrenchment will be the order of the day at the mines—seventeen European employees will be discharged, and it is probable that the staff of engineers, which comprises six Europeans (exclusive of the manager) will be reduced. It is pointed out that at Haogay, where the production is fully greater, two engineers are sufficient for the work.

THE Késo correspondent of *L'Avenir du Tonkin* writes in condemnatory terms of the restrictions put upon French traders by the government authorities, and their failure to understand the true method for developing the Colony for the advantage of France. Chinese, English—yes, even German, *sacré*—goods are more in favour throughout the country; and the correspondent is responsible for the statement that 'the *maquis* most in evidence is that of a German house establishment in Tonkin. What a lesson! It is the French malady' he says, 'it is incurable—our people will never understand the advantages that can be offered, from the point of view of the commercial development of a port, of a free market where nothing, from within, strikes at the absolute freedom of commerce. The Chinese authorities appear to set somewhat strictly for this gentleman, who, accordingly takes a lugubrious view of the trade by the Red River route.'

THE French appear to have considerably more trouble in extinguishing piracy in Tonkin than the British have in Burma. Several months ago, a French force, consisting of Foreign troops and native levies, had a desperate encounter with Chinese in the neighbourhood of Fanchi shortly before the release of the Lyndett family, and it was thought that by the combined efforts of the French on one side and the Chinese general on the other the pirate band had been finally dispersed. This assumption was premature. The famous chief Lo-men—no relative it is supposed of the far more famous Surrey chief—after more than a month, has been collecting recruits and equipments, and is concentrating his band at Fanchi, without inquiring to the military authorities of Monsey. Another pirate chief, Lam-Hoon by name, paid a visit to the headman of the village of Trung-dong, recently. The headman suggested that the chief should submit to the French resident at Bao-giang, and upon Lam-Hoon refusing, seized the pirate's Winchester and shot him dead on the spot. The 'spot' was not barred on this occasion. Lam-Hoon's head, and all the booty, thirty-eight cartridges were sent to Phung-thung, and the headman has been rewarded with brevet rank and a silver medal of honour.

We understand that before leaving for Amoy the Captain of the German flag ship *Zuider* sent the Hongkong Dock Company a complimentary letter congratulating them upon the prompt and thoroughly efficient manner in which the repairs upon his vessel had been effected at Kowloon Dock, and expressing his entire satisfaction.

Mr. Cheshire, Secretary to the U.S. Legation at Peking, Mr. Reed, Consul at Tientsin, and Captain Merrill of U.S. Navy, comprising the U.S. Commission of Inquiry into the outrages on American citizens at Cheng-tai, arrived at Shanghai on the 1st inst. from Hankow by the s.s. *Kiangnan*.

COOPERATIONS and memorials of the 'famous victory' seem endless. The authorities have decided to erect a monument about forty feet high, in the grounds of Yankin Temple, Kaidzassaka, Tokyo. The materials to be used are the armaments captured in the war. On the pedestal a tablet will bear an inscription and a portrait, and higher up will appear casts of some of the trophies and the names of those who died in the war. Twelve of the captured cannons will be placed around the monument as a fence. —*Kobe Chronicle*.

'We've got a hen that laid two eggs in one day,' boasted a six-year-old girl to a companion. 'That's nothing! My papa has laid a cornucopia.'

THE difficulties of the English language are well illustrated in a story recently told of three French boys who were studying Shakespeare into English from their French versions. When they came to the line from Hamlet: 'To be or not to be, that is the question'—the three translations came out as follows: 'To was or not to was? To were or is to ady? To should or not to will?'

RICHARD'S PRINCE—The finest in the World—Tough and bone unequalled. Sole Agents, W. Robinson and Co.

W. ROBINSON and Co. make a special feature of Selling Pianos and Organs on the Easy-Payment system.

FOOTBALL.

HONGKONG F. C. v. H.M.S. 'CENTURION'.

The kick-off in this Cup Tie at the Happy Valley yesterday was taken at 4.40, and the 'Centos' went away with some fine cross play which led them at once to the Club's citadel and called for a piece of alert well-judged play from Wood. Then the Club went off with a rush, and Rowcroft put in a good run, but the shot went wide. From the goal kick the 'Centos' rushed the ball down and again called up Wood, who cleared deftly. Club's backs taken by surprise were anywhere and anyhow. Chambers now began his play of long and effective kicking, and gave the 'Centos' a strong lead. All attempts to get the ball away failed, and a corner resulted. This was capital place of play—jumping and thrusting away the leather from under the edge of the crossbar. Steels at centre seemed wanting in power and judgment, and some good openings for the 'Centos' were missed before the Club obtained a free kick. Davis sent the ball up finely only to find it charged down, carried forward and turned toward his own goal with a blow that passed just outside. From the goal kick, Hancock got possession and had passed all the 'Centos' backs when he fell. Somehow a free kick was obtained. This was taken by Oliver without fault. Again the 'Centos' rallied and came forward. By some wonderfully expert kicking over they kept up quite a while. One short dash away was brought back by Ritchie who lost the easiest of openings by holding on too long. A *melle* close to the Club's goal resulted in a free kick to the 'Centos', which Glade unwisely headed in, and things looked critical for some minutes in the Club's quarter. Finally a bye relieved the pressure. From the kick off Mackay got the leather and ran down beautifully just missing the posts with a long shot. The 'Centos' rushed the goal kick away and ended with a good shot, but found Wood alert. Shot followed shot—each corner was finely placed—and the Club owed much to luck and more to their goal-keeper for their escape. Want of a reliable centre again told against the 'Centos'. At the twenty minutes the Club rallied gamely and put in two runs, both finishing with shots which went wide. With more assistance from Rowcroft in keeping off the man, Mackay's swift well-timed runs would have scored. A minute later, the Club obtained a free kick right upon the 'Centos' goal-line. A corner followed, and Ritchie then broke away and ran the ball down to the Club's goal, falling mainly at the finish from want of sight, one eye being badly knocked up. Rowcroft was also handicapped on the Club's left by a roughly handled nose which soon crimsoned his handkerchief. Once Hancock got away but was overtaken, and again the 'Centos' managed to clear the Club's citadel—Maidland doing good service by some useful heading out and the corner awarded to the 'Centos' being fruitless. Half-time found nothing scored with the ground treacherous and the wind rising.

Disatisfaction with the referee was freely expressed by the crowd, and an excited discussion between that gentleman and a knot of 'Centos' took up much of the half-time interval. From the kick off the 'Centos' pressed and kept the Club busy for a few minutes till a bye gave a little relief; Hancock running the ball away smartly from the goal kick and giving the 'Centos' much anxiety as they could stop him. The wind now got up sufficiently to mar the accuracy of kicking, and almost instantly Hancock was well forward again and put in two game shots only to have them wrecked by the wind. A corner came to nothing and the 'Centos' worked gradually down the left. Some rough play in the centre was followed by an unexpected dash of the 'Centos' who passed and dribbled till their chance looked a certainty. Just on the spot their man was run down. Their free kick was resultless, and Hancock was off again with quite a pack of 'Centos' after him. Blount running him off finely and opportunely, Campbell then ran up again and again with lightning speed and skill, and gave the 'Centos' goalkeeper several shots, fortune favouring the defence. This series of barely avoided chances seemed to spur the 'Centos', and they bore down in great force. The Club seemed quite overborne, and during fully five minutes had to defend stubbornly. Wood was again the mainstay of his team and was frequently left too little room to clear. Rowcroft relieved by getting smartly away. He ran down cleverly but fell or was tripped. Following the free kick the Club got forward again and pressed, Campbell again bombarding and giving the 'Centos' some sharp work owing to their backs being out of place. Ten minutes from time, the play roughened, and the 'Centos' paraded great ably. The impetuosity of their friends seemed to serve the 'Centos' to some more struggle, and this time they seemed secure of victory. Shot followed shot; one seemed a certain goal but was knocked out and ruled a corner. This was splendidly placed and again the Club had much ado to save. A dubious foul ousted the 'Centos' to pause. The Club got away and, well-aided, scored, the Centos goalkeeper paying grandly. Play now kept to the centre awhile. Then looking put in a bye. From the kick-off a corner fell to the Club, who failed to convert but kept the ball well up, by following by till the 'Centos' relieved by a rush down the right. Here a free kick put their well up, but Campbell got possession and, well clear when the call of time stopped him.

Playing on for a decision the 'Centos' pressed.

Wood ran out to clear on the left, when he was run down. A corner to the 'Centos' brought nothing. The Club now had the full force of the wind against them, and Sterling and Chambers utilised this capital by high and long kicks which kept the ball close to the Club's posts. Campbell got through the 'Centos' defence once, but the wind ruined all shooting save at close range. Once Blount all scored for the 'Centos', and Wood had to save repeatedly. Then the Club got away by the left with a run ending in a long shot which was well fisted out. A free kick led to no advantage, play kept again to the centre and time found neither side leading.

The wind fell as sides were changed. The 'Centos' backs still gave their team a lead, and a corner resulted. The wind returned favouring the Club for the first time, and Hancock came up and passed to Campbell who scored but was ruled offside. A minute later Mackay put in a splendid shot and luck outrageously saved the 'Centos'. Going off in the best form they had yet shown the 'Centos' kept close down on the Club's citadel, crossing the goal-mouth repeatedly and quite overturning the backs. Oliver came to the rescue, and Mackay and Rowcroft broke away. The light now became very poor and the rushing tactics of the 'Centos' looked like scoring when the whistle went, ending the first game yet seen here in a cup-tie contest, with no advantage to either side.

The Centos were clearly surprised and lacked their usual confidence. Dalton's absence made a serious difference. The centre forward was their base yesterday, kicking too hard and too far when running the ball up. Finer backs than Chambers and Sterling could not be, and to them and to the goal-keeper is due the escape of the team from a crushing defeat. The Club had a decided advantage in speed. Campbell, Mackay and Hancock fairly outpaced their opponents. Looker was perfect. His play was a model exhibition of correct half-back tactics. Wood played a faultless goal game. Seldom has such hard work fallen to a custodian as on this occasion. Any criticism of the possible flaws in the play is unnecessary. The Club is greatly improving in play, and each individual will see his own errors or hear of them from his colleagues.

RAILWAYS IN CHINA.

THE HANKOW-PEKING LINE.

SETTLEMENT OF THE CONTRACT.

(Special Telegram from Our Own Correspondent.)

Shanghai, Friday, Feb. 7, 6.03 p.m.

Tientsin-Hankow-Tientsin, from Canton, left here to-day homeward, having signed a contract for the construction of the Hankow-Peking railroad.

Tactical Han was designated for this work on the recommendation of Prince Kung and Ching.

An American-English syndicate will furnish ten million taels and will construct the railway. The Chinese will raise thirty million taels. It is estimated that the work will cost less than 40,000 taels per mile. It will be a wide-gauge line.

CRICKET.

HONGKONG C.C. v. THE NAVY.

This match was commenced this afternoon, the Navy batting first. Scores when stumps were drawn—

THE NAVY.

Lieut. W. H. C. Thring, run out 0

Lieut. P. D. B. Thring, run out 17

Lieut. Ayres, lb.w., b. Thring, 0

Lieut. Mercer, lb.w., b. Thring, 0

Lieut. Powell, lb.w., b. Thring, 0

Lieut. G. R. B. Thring, run out 13

Lieut. G. R. B. Thring, run out 10

Lieut. G. R. B. Thring, run out 4

Lieut. G. R. B. Thring, run out 4

Lieut. G. R. B. Thring, run out 1

Lieut. G. R. B. Thring, run out 0

Extras 6

Total 63

THE CLUB.

G. D. Campbell, lb.w., b. Thring, 12

R. B. Hancock, lb.w., b. Thring, 12

Lieut. Ayres, lb.w., b. Thring, 0

Lieut. Mercer, lb.w., b. Thring, 0

Lieut. Powell, lb.w., b. Thring, 0

Lieut. G. R. B. Thring, run out 10

Lieut. G. R. B. Thring, run out 9

Lieut. G. R. B. Thring, run out 1

Extras 0

Total for 5 wickets 45

BOWLING ANALYSIS.

THE NAVY.—FIRST INNINGS.

Thring 11 2 32

Ayres 16 9 15

Mercer 8 1 10

Hancock 1 1 10

Extras 0

VESSELS IN THE DOCKS.—At Kowloon—

Kong Sang, Chinese, Namco, Empress of India, Calcutta, Oosterschelde.

Commodore—Rhodora, On Sang.

Aberdeen—Amigo, Strathdon.

BANKERS, Goldsmiths, Mandarins, Antoharp, Vienna, also Stocks and fittings for sale at W. Robinson and Co.

LAWYERS IN THE DOCK.—We have seen hosts of letters from people who have received great benefit from the use of Clark's Blood Purifier. It cannot be too highly estimated, for it cleanses and clears the blood from all impurities. This is a good testimonial from the *Family Doctor*, which goes on further to say: 'It is the finest Blood Purifier that science and skill have brought to light, and we can with the simplest confidence recommend it to our subscribers and the public generally.' For Scurvy, Eczema, Red Legs, Skin and Blood diseases, Pimples and Sores of all kinds it is a most effective remedy. Thousands of wonderful cures have been effected by it. Clark's Blood Purifier is sold everywhere, at 2s. 6d. per bottle. Beware of worthless imitations and substitutes.

THE STRANDING OF THE ON SANG.

A Marine Court of Inquiry was held at the Harbour Master Office to-day, under the provisions of Section 13 of Ordinance 26 of 1891, to make an inquiry respecting the circumstances connected with the stranding on the 20th January of the British s.s. *On Sang*, official No. 105,745, of London, of which William Vize Carmichael was Master and Commander. Commander R. Murray Ramsey, R.N., was President, and the other members of the Court were:—Commander Koppel Wade, R.N., H.M.S. *Centurion*; Messrs Henry Pybus, *Empress of India*; John Pantou, *Victoria*; and David Owen, *Adonis*.

The report applying for the inquiry was read.

The President—I have to inform the Court that the late Captain of the *On Sang* has left the Colony. In his absence, I propose that we shall inquire into the circumstances connected with the accident to the ship as far as any evidence can be produced. In that view I have caused the officers—the first and second mates, and first and second engineers—to come and give their evidence.

A. Hargreaves—I am first mate of the *On Sang* and hold a master's certificate. I have been on the *On Sang* since October 18th. She was a new ship. On 20th January we arrived off Hongkong about 5.55. I left the bridge of the Island of Tamin, and was relieved by the second mate. I went to the fore-castle head to get anchors ready and everything clear. The Captain was on the bridge. The night was hazy and the top of the Peak was shrouded over. I did not get any special instructions to keep a look out. There was a look-out man with me, a Chinaman. We did not pass any junks or vessels after coming through the Lyemun Pass. She struck the rock about ten minutes past ten. I do not know what her speed would be, but I estimated by looking over the side she would be going about three or four knots. I heard the telegraph bell ringing to the engine room. After leaving the bridge I did not get any orders from the bridge. I did not know the course. The ship came up to the Point at Kowloon Dock all right. Before I left the bridge I understood from the master he was going to anchor in the vicinity of Kellet Island. I noticed the lights at Hongkong. I did not see anything of the rocks before striking, but I saw a buoy before striking on the starboard bow. I did not know what buoy it was. I think it was one of the Dock buoys. It looked like an ordinary mooring buoy; it was not a critical buoy. It was flood tide when we were coming in. I consulted with the Captain and asked him where he intended to anchor. I have been on Hongkong before several times. The Captain had also been. I had never been here with him before. I have entered the harbour before at that time of night on such a night as the present. I mentioned to the Captain about the strong tide that was running. He was well acquainted with the harbour. After the ship struck, we manoeuvred the engines to see if we could head the ship ashore. Previous to this the Water Police Constable had boarded the ship. We found the ship making water rapidly, and the fore-castle was full, and the police constable came aboard to show us where to beach. The ship did not stick fast; she dashed off. After her head was pointed for North Point we went full speed ahead to get steering way, and she was taken to the shore at Bay View. We were just inside the line of the telegraph cable. The ship took the beach easily. There was a leadman in the chains. We had a discussion at noon and the Captain thought it was nearer to come in that way, and he knew it better. We were drawing 21 ft. 9 in. of water mean on leaving Manli. I do not know the course he was steering. There was no chart on the bridge, but there was a note in the Captain's room under the bridge. When she passed the Dock point I estimated the two to three cables off. I do not think the tide was affecting the ship. Just before we sighted the buoy the course was altered, but the ship appeared to be on the right way—the Hongkong lights. The Captain said the lights you see in the harbour. I saw the buoy three or four minutes after we passed the lights at the dock. Knowing that the Captain intended to anchor off the Kellet Island I expected to see him keep some lights over at the harbour ground, but could not make out whether the two riding lights of ships. I hid my glasses but I could not make them out. I do not know how often the course was altered after entering Lyemun Pass. I was too far away to hear orders given on the bridge to the man at the wheel. After coming through the *On Sang*, I held a first mate's certificate. I went on the bridge about 9.25. The ship was really up to Cape D'Agallier light. The Captain was on the bridge all the time. We were steering by the land. The Captain was giving all the directions. Off Cape Collinson the engine was going full speed. We came to the East at full speed. After clearing the Pass the Captain kept the ship's course as he thought fit. I did not know the place well enough to form any idea of the position of the ship. I was not quite half-an-hour after coming through the Pass. The Dock light which was stationed on the starboard bow. After coming through the Pass till the ship struck, I cannot form any idea of the course she was steering. I am not sure whether the source was altered when the buoy was reported. As soon as the buoy was reported the Captain was giving all the directions. I did not see the buoy with my glasses, but he did not seem uneasy. Twenty minutes after coming through the Pass the ship was put to 'slow ahead.' We were not up to the Dock Point lights then. The telegraph was only moved once. The buoy appeared very near the ship. The ordinary speed would be about nine knots. The quarter-

master was sent down to the engine-room after entering the Lyemun Pass. The Court was then closed.

A. R. W. How recalled said—The Captain was on the bridge the whole time, with the exception of the time he was at the chart. He was down to the chart room twice. He (the Captain) was perfectly sober; I never saw him the worse of drink. There are no fittings for the chart on the bridge. As soon as the buoy was reported, he went down to the chart room and came up immediately. He was not a man that got excited. I am not sure whether he called out 'starboard' when he came up after he sighted the buoy. The Captain was back on the bridge quite two minutes before the ship struck.

A. B. Hargreaves recalled said—The Captain was perfectly sober on the night in question. I have never seen him under the influence of drink. After sighting the buoy, the ship's course was altered, her head being pointed to Kowloon. I do not know what the order was. The ship's head went to starboard very slightly. In consequence of that I left the fore-castle head, and went to the bridge. As I got on the bridge the ship struck. I went on the bridge to give the captain the information that I thought we were too close in passing that buoy. I said something like 'we'd better haul her out as she struck.' We did not know she had struck on a rock at the time. The fact of seeing the buoy and the red light at Kowloon Point caused me to go aft.

REUTERS'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

LONDON, February 5, 1896.

OBSEQUES OF THE LATE PRINCE HENRY OF BATTENBERG.

The funeral of the late Prince Henry of Battenberg was an imposing military ceremony.

THE UNITED STATES BOND ISSUE.

The issue of the United States Bonds was covered five times.

GERMANY IN SOUTH AFRICA.

It is reported from Cape Town that the visit of Mr. Leyds of Berlin is connected with a German purchase of seven miles of land on the coast of Delagoa Bay.

(Bangkok Times)

MENELIK ASKS FOR PEACE.

London, Jan. 27.

The Emperor Menelik has written to King Humbert and General Baratelli asking that a delegate be appointed to treat for peace.

(From Tonkin Exchanges)

THE TONKIN LOAN.

Paris, Jan. 26.

The debate on the Tonkin loan was continued on Thursday, when M. Hubbard proposed that no additional public works should be undertaken in the colony. M. Roussier was loudly applauded by the Chamber, and delivered a vigorous discourse, in which he insisted on the necessity of the Tonkin loan for public works, and asserted that, very shortly the Colony would be well able to support itself, like Cochinchina; and would cease to be a burden on the mother country. After further discussion, the Hubbard amendment was thrown out, and the loan ultimately voted without a division. A Commission has been appointed of two senators and two deputies to examine into all anterior contracts and to fix responsibility for their imperfect completion.

WITH THE HONOURS OF WAR.

The Italian, after suffering severe privations in Mahaleh, have capitulated to the Abyssinian army, and marched out of the town with arms and baggage.

Paris, Jan. 27.

Fêtes have been held in Italy over the deliverance of the garrison of Mahaleh. The Press wish to see the war continued in order to obtain from the Abyssinians a more rigorous treaty than the existing treaty between Italy and Abyssinia.

THE CORONATION OF THE CZAR.

Paris, Jan. 28.

A vote of one million francs will be asked to send representatives of the Republic to attend the coronation of the Czar, which is fixed for the 12th of May.

NEWS FROM NORTH CHINA.

We hear from Newchwang (says the N.C. Daily News) that Messrs. Hoise and Quayle were expected to reach Kien on the 15th ult. Mr. Hoise had written from Luangshing that all was going well with them so far. Mr. Robertson, a missionary in the Sungan district, reports that parties of Russians had been visiting Ashubar, Shunshing, and other places in the province of Tientsin. Others had visited Kien, and on the 6th ult. another party arrived at Moukden. The three Manchurian provinces, Tientsin, Kien, and Fagien, are thus being surveyed, and it is asked how long it will be before Manchuria is annexed by Russia. Rumours reported that all the forts and guns had been removed or destroyed at Port Arthur and Tientsin, and that the docks were not being interfered with. Four Russian men-of-war were at Tientsin. The weather at Newchwang was very mild, and the ice there was more than a mile of open water. The ice was not so thick as it was at Peking, and it was reported that the port would open early.

CORRESPONDENCE.

A FRANK CRITICISM OF MISSIONARY EFFORT.

To the Editor of the 'CHINA MAIL.'

Hongkong, Feb. 7.

Sir,—Lately there appears to be on foot a good deal of agitation about the Wlassing Missionaries, which by this time surely ought to have been put to rest by a pre-emptive strike on the part of the 'China Mail'.

As this deplorable affair has been practically settled, and the brotherly love and Christian forgiveness of those innocent, harmless and faithful missionaries ought to be satisfied by the liberal flow of money to the missionaries, and the rolling of so many chavens heads in the sand, and that not least a silver indemnity to the injured or their families.

There is talk of injured prestige of Great Britain, and a proposal of further vengeance on China, its officials, and its people; how many heads more or how much money more?

The prestige of Great Britain was surely not at stake, as can be proved by an attack of Chinese on a German Mission, and among others, upon a French Mission in 1870 or 1871, which latter mission paid \$5 to every Chinaman who brought his child to the mission to be brought up as a God-fearing Christian, whereby lots of Chinamen were induced to steal other's children.

So these cases cannot be called national affairs, but only private ones between Chinese and missionaries of all nations, who neglect the erring souls and criminals of their own country, to come to China and force their views upon its inhabitants.

So far there are no established Board-of-trade rules of how to gain the kingdom of Heaven, and surely the unlimited bounty of our Creator will not deprive the souls of coolies who have been living faithfully up to the rules of their Confucius or other preceptors from communion with those of our great men, as Pitt, Gladstone, Bismarck and others; for it is a well-known fact that no one can be a Christian without being a good man, and that no one can be a good man without being a Christian.

It is an established fact that missions as a livelihood are not as remunerative in the old country as in India or China. What would the Americans say (where in case of success the dollars are bigger than anywhere else) if really educated missionaries came to break up marriage and family ties, and cause members into their fold, deprive families of a loving mother, beloved father or brother, who hitherto preserved their living, to cause them to become Buddhists or Christians, on the ground that ours is not true religion? Some Americans answered me upon this question: 'Shoot them! Another massacre!'

An educated Hindu said not long ago in a periodical of high standing about the missionaries that if they really educated them to benefit their countrymen, they should send more eminent Engineers to construct more and better highways, waterways, irrigation and buildings, instead of sending missionaries, who through their inefficient social or scientific education never advanced the Society of the higher castes of the Indian peninsula, but tended only to make a very few Parsis more miserable by making them even outcasts among Parsis.

Mrs. Lynn Linton says in her very able criticism on Missions:—

'As regards the highest and purest motives which missionaries are credited, such base considerations as a congested home market, the need of making a living, the love of adventure or to see foreign parts, are not supposed to weigh the traditional straw with the men and women who have carried out the noblest of their duties to the heathen; they are all royal martyrs and heroes, ready to die for the truth.'

Voluminous of nonsense are written about the devoted brethren and sisters, who are supposed to be doing those things, for which others have to pay large sums to the P. O. and the P. O. Company.

This missionary business is a growing serious; and now that many have taken it up as a profession, like any other, it is more serious still.

Frankly, it is both an aggression and an impertinence when dealing with the old civilisations of the East. These are not like the embryonic civilisations of the savages. They are slowly-welded systems, the result of ages of trial and experiment, and are part and parcel of the mental and moral life of the nation; customs, religion, laws, morality, all are inextricably interwoven with the one with the other. Much more could be said and better, but enough; no doubt the missionary-spirit will try to galvanise it, and perhaps even argue that the money spent and the wealth put in the pockets of the repatriating missionaries is to build up the glory of the Almighty. Quod erat demonstrandum.—Yours,

GLOBE-TROTTER.

QUEEN'S COLLEGE.

To the Editor of the 'CHINA MAIL.'

Feb. 1, 1896.

Sir,—Can you allow space to permit one who has watched the Educational system of the Colony for many years past with a deep interest for the well-being of this civilising factor to express an opinion on the Educational system of the Colony, and the distribution of prizes? I wish most heartily to congratulate H.E. on the most system he advocates, which will surely in the near future bear fruit if thoroughly enforced. H.E. has not hesitated to point out Queen's College has from a public point of view a distressing failure, and I doubt if there is an ambassador or competent person in this colony who will call his attention in question. This being the case apply the remedy so ably advocated by H.E.

I do not call in question the Head Master's attainments, but if he alone wishes to pursue the system of teaching as in the past, he must from a public point of view be overruled by the Governing body whose wishes must be enforced—there is no other remedy.

For years past I have urged on the Director of the Educational Department views identical with those so well expressed by H.E., but unfortunately Queen's College is outside the direct control of the Director whose view on the matter are as sound as those of H.E.

Personally I would have no boy to enter Queen's College who had not gained some knowledge of Chinese at a preparatory school as numerous in the Colony and outskirt, and I would also forbid the use of Chinese amongst pupils during school hours and play time.—Yours,

P.S.—Friction is lost of energy. Let those who are concerned apply this remark at its best sense them.

OBSERVER.

'For two hours in this level'—If the blood is taken with impurities, it spreads disease at its deadliest through the organs of the human body—Lungs, Heart, Stomach, Nerves, Brain, Clarke's World-famous Blood Purifier is the only means to cleanse the blood from all impurities from whatever cause arising—Scurvy, Eczema, Red Legs, Skin and Blood diseases, Pimples and Sores of all kinds it cures are marvellous. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 6d. Beware of worthless imitations and substitutes.

SNOBBIANA.

A highly-respected Foreign resident of Hankow wrote a letter a week ago to the N.C. Daily News, mentioning that he and Sir Claude Macdonald, the new British Minister at Peking, had been at Uppingham School together. The letter has given rise to many good-natured criticisms, indicative of the prevailing cynicism of the present age. The *Mercury* has been publishing letters like the following:—

Sir,—It may be of interest to the world in general to know that the writer once sat, on an omnibus as had previously been occupied by a first cousin of the new British Minister—at least there was no evidence to prove that it was not his cousin. Yours truly,

First Cousin.

HEE-HAW.

Sir,—It may be of interest to the world in general, and Shanghai in particular, to know that the writer once drank out of the same pewter pot as King David Kiakaka, when he visited Shanghai. Foreign it has olim meminisse juvat.

A. BRAXER.

Sir,—Having read the letter which appeared in your issue of last inst. above the signature 'Hee-haw,' I feel it somewhat allowed to do the braying. Since, evidently, it is a matter of national importance for the public to know how respectably one was 'dragged up,' I hasten, as an old and highly respectable resident, to inform you that, during my youthful days, when I was supposed to be improving my mind, I played the fool with the son of the Upperton Ten, as well as of ordinary common garden country gentlemen and tradesmen, and 'there isn't a doubt, a shadow of doubt, no possible doubt whatever,' that some of them ought to have been cousin-brothers to a British Minister.

Mind you, I don't stipulate for a British Minister

To Let.

TO LET.
1ST FLOOR of No. 12, QUEEN'S ROAD CENTRAL, suitable for OFFICES or DWELLING ROOMS.
Apply to
LINSTEAD & DAVIS.
Hongkong, November 30, 1895. 2223

TO LET.
NO. 3, WEST VILLAS.
No. 1, WEST TERRACE.
Apply to
G. C. ANDERSON.
Hongkong, December 4, 1895. 2264

TO LET.
LARKSPUR, UPPER RICHMOND ROAD.
Seven Rooms and Tennis Lawn.
Apply to
MR. L. SIMON.
Banquet de l'Indo-Chine.
Hongkong, November 5, 1895. 2069

TO LET.
DWELLING HOUSES—
HOUSES IN RIVER TERRACE.
No. 3, ALBERT TERRACE.
No. 17, LYNCHBURGH TERRACE.
No. 10, SEWELL TERRACE, at the
Peak. Semi-detached, side Wing.
Garden facing South. Good Tennis
Court. Furnished or Unfurnished.
No. 5 VICTORIA VIEW, KOW-
LOON.
TOP FLOOR of No. 4, BLUE
BUILDINGS.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, February 3, 1896. 233

TO LET.
5-ROOMED BUNGALOW 'RHEDA',
BONHAM ROAD.
Apply to
CHINA MERCHANTS' S. N. CO.,
No. 22, PRINCE STREET.
Hongkong, January 22, 1896. 201

TO LET—FURNISHED.
NO. 3, MOSQUE TERRACE. Com-
plete view of the Harbour.
Apply to
G. A. W.
care of China Mail Office.
Hongkong, January 15, 1896. 115

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.
FROM ANTWERP, LONDON AND
STRAITS.

THE Steamship *Glenavon* having ar-
rived from the above Ports, Consignees
of Goods are hereby informed that their
Goods are being landed at their risk into
the Godowns of the HONGKONG AND KOW-
LOON WHARF AND GODOWN CO., LTD., at
Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before
Noon Tomorrow.

Cargo remaining undelivered after the
10th Instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all
Claims for damages and/or shortages not
later than the 15th Instant, otherwise they
will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, February 3, 1896. 273

STEAMSHIP MELBOURNE.
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.
CONSIGNEES of Cargo from London
and Havre ex S.S. *Tigre*, and from Bor-
deaux ex S.S. *Frederic Morel*, in connection
with the above Steamer, are hereby in-
formed that their Goods with the exception
of Opium, Treasure and Valuable—
being landed and stored at their risk into
the Godowns of the HONGKONG AND KOW-
LOON WHARF AND GODOWN COMPANY, LTD., at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on, unless
intimation is received from the Consignee
before 8 a.m. on Monday, the 11th Inst., or
before SATURDAY, the 8th Instant, or they
will not be recognized.
All Damaged Packages will be examined
on FRIDAY, the 7th Inst., at 3 p.m.
No Fire Insurance has been effected.
C. TOURNARE,
Acting Agent.
Hongkong, February 1, 1896. 269

MOGUL LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

STEAMSHIP *SIEH*,
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being
landed at their risk into the Godowns of
the HONGKONG AND KOWLOON WHARF AND
GODOWN CO., LTD., at Kowloon, whence and/or
from the Wharves delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
To-day.

No Claims will be admitted after the
Goods have left the Godowns, and all Claims
must be sent in to the Godowns before
Noon on the 12th Instant, or they will
not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.
Hongkong, February 5, 1896. 260

Notices to Consignees.

**AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.**
NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.
THE Steamship *Gisela* having arrived,
Consignees of Cargo are hereby in-
formed that their Goods are being landed
at their risk into the Godowns of the
HONGKONG AND KOWLOON WHARF AND
GODOWN CO., LTD., whence delivery may
be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all Claims
must be sent in to the Godowns before
Noon on the 12th Instant, or they will
not be recognized.
No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 12th Instant will be subject to rent.
Bills of Lading will be countersigned by
BANDER & Co.,
Agents.
Hongkong, February 6, 1896. 302

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's S.S. *Kutang* having
arrived from the above Ports, Consignees
of Cargo by her are hereby informed that
their Goods will be delivered from
alongside.
Cargo impeding the discharge or remain-
ing on board after 4 p.m. of the 5th Inst.
will be landed at Consignees' risk and
expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, February 1, 1896. 252

**NORTHERN PACIFIC STEAMSHIP
COMPANY.**

NOTICE TO CONSIGNEES.
STEAMSHIP *VICTORIA*,
FROM TACOMA, VICTORIA, YOKO-
HAMA AND KOBE.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and take immediate delivery of
their Goods from alongside.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.
DODWELL, CARLILL & Co.,
Agents.
Hongkong, February 4, 1896. 279

PINILLOS LINE OF STEAMERS.

FROM GLASGOW, LIVERPOOL,
ANTWERP, BARCELONA,
CADIZ AND MANILA.

THE Steamship *Dorelona* having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that their
Goods are being landed at their risk into
the Godowns of the HONGKONG AND KOW-
LOON WHARF AND GODOWN CO., LTD., at
Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before
Noon Tomorrow.

Cargo remaining undelivered after the
10th Instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all
Claims for damages and/or shortages not
later than the 15th Instant, otherwise they
will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, February 3, 1896. 264

Intimations.

BEECHAM'S PILLS

are universally admitted to be
WORTH A GUINEA A BOX.
FOR BILIOUS AND NERVOUS
DISORDERS.

SICK HEADACHE, LASSITUDE OF APPETITE,
SOURTY AND BRUISES ON THE STOMACH,
DISTURBED SLEEP, &c.
For females of all ages they are invaluable.

Prepared only and sold wholesale and
retail by the Proprietor,
THE MESSRS. BEECHAM,
ST. HELEN'S, LONDON.

The 1/4d. boxes contain 66 Pills.
Price, 60 Cents a Box.

Sole Agents for Hongkong and the Empire
of China—
Messrs. WATKINS & Co.,
APOTHECARIES' HALL, 66, QUEEN'S ROAD,
HONGKONG.

NEW YEAR

Waterbury Watches.

SERIES 'L' or Lady's Size at \$4.50 each.
Do. 'J' or Gents' do. at \$4.50 do.
Do. 'E' or do. do. at \$2.00 do.

Apply to
THE MITSUI BUSSAN KAISHA,
8, QUEEN'S ROAD CENTRAL.
Hongkong, December 28, 1895. 2404

FOR SALE

Messrs. Kelly & Walsh's List
includes the following Works by Dr.
F. KELLY.

BURRO IN CHINA: The History of
Hongkong from the beginning to the year
1882. Hongkong, 1895. \$6.50.

HANDBOOK OF BUDDHISM: A
Sanctified-Chinese Dictionary. Second
Edition. Hongkong, 1895. \$2.50.

THREE LECTURES ON BUDDHISM.
Third Edition. Hongkong, 1894. \$1.00.

FENGSHUI: Rudiments of Chinese
Natural Science. Hongkong, 1873.
\$2.00.

**CHINESE DICTIONARY IN THE CAN-
TON DIALECT.** Four Volumes, with
Appendix. Hongkong, 1877. \$10.00.

CHINESE SCHOOLBOOKS. Translated,
I. The Trinitarian. Classic. II. The
Thousand Words Poem. \$0.50 per set.
Hongkong, August 9, 1895. 1472

Shipping.

Steamers.

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

FOR SINGAPORE, PENANG AND
CALCUTTA.
The Co.'s Steamship
Kutang,
Capt. Geo. PAYNE, will
be despatched as above
on MONDAY, the 10th Instant, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, February 4, 1896. 280

SHIRE LINE OF STEAMERS.

FOR LONDON, HAMBURG AND
ANTWERP.
The Steamship
Merionethshire,
Capt. DAVIES, will be
despatched for the above
places on MONDAY, the 10th
Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, February 5, 1896. 181

**CHINA NAVIGATION COMPANY,
LIMITED.**

FOR SINGAPORE, SAMARANG AND
SOERABAYA.
The Steamship
Shantung,
Capt. FRAMPTON, will be
despatched as above on
MONDAY, the 10th February.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 30, 1896. 239

GLEN LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON,
VIA SUEZ CANAL.
The Steamship
Glenavon,
Capt. WEBSTER, will be
despatched as above on
TUESDAY, the 11th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, February 5, 1896. 189

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND
YOKOHAMA.
The Steamship
Radnorshire,
Capt. DAVIES, R.N., will
be despatched as above
on or about TUESDAY, the 11th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, February 3, 1896. 263

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM TO YOKOHAMA, KOBE AND
NAGASAKI.
(Passing through the INLAND SEA.)

The Co.'s Steamship
Hohenzollern,
Capt. P. WETTER, will
leave for the above Ports
on or about TUESDAY, the 11th Instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, February 3, 1896. 300

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM TO SHANGHAI.
The Co.'s Steamship
Prinz Heinrich,
Capt. W. SCHROEDER, due
from Hongkong with the outward
German Mail about the 10th Inst. will leave
for the above place about 24 hours after
arrival.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, February 6, 1896. 301

**THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP
LINE.**

CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896.
(SUBJECT TO ALTERATIONS.)
Mount Lebanon Wednesday, 12th Feb.

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

The Steamship
Montebello will be despatched hence
for HONOLULU, VICTO-
RIA, B.C. and PORTLAND, ORE-
GON, via KOBE and YOKOHAMA, on
WEDNESDAY, the 12th February.

Consular Invoices of Goods for United
States Ports should be in Order before
departure, and one Copy must be sent forward
by the Steamer to the care of the GENERAL
FREIGHT AGENT, Oregon Railway and
Navigation Co., Portland, Oregon.

For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, January 27, 1896. 219

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.
The Co.'s Steamship
Norfolk,
Capt. W. DAVIES, will be
despatched as above on
or about SATURDAY, the 22nd Instant.

To be followed by the Company's
Steamship
Spandau,
which will be for the above destination on
THURSDAY, the 27th Instant.

For Freight, apply to
ARNHOLD, KARBNER & Co.,
Agents.
Hongkong, February 4, 1896. 293

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Pyralis,
Capt. DAVIES, will be
despatched as above on
WEDNESDAY, the 12th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 4, 1896. 296

**AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.**

UNDER MAIL CONTRACT WITH THE
AUSTRIAN GOVERNMENT.
STEAM TO SHANGHAI & KOBE.
The Co.'s Steamship
Maria Tereza
will leave for the above
places on or about
THURSDAY, the 13th Instant.

For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, February 5, 1896. 295

**CHINA NAVIGATION COMPANY,
LIMITED.**

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.
The Co.'s Steamship
Taiyuan,
Capt. R. NIXON, will be
despatched as above on
TUESDAY, the 12th Instant, at 3 p.m.

The attention of Passengers is directed
to the Superior Accommodation offered
by this Steamer. First-class Saloon
is situated forward of the Engines.
A Refrigerating Chamber ensures the
supply of Fresh Provisions during the
entire voyage. A duly-qualified Surgeon in
charge, and the Vessel is fitted through-
out with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 5, 1896. 220

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Port Adelaide
will be despatched about
21st February.

S.S. *Gazette* will be despatched about
4th March.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, February 5, 1896. 294

**FOR SINGAPORE, HAVRE AND
HAMBURG.**
(Calling at NAPLES for landing Passengers
if sufficient inducement offers.)
(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LONDON, OPORTO, LONDON,
LIVERPOOL AND BREMEN.)

The Steamship
Cecilia,
Capt. H. FOMBER, will be
despatched for the above
Ports on or about TUESDAY, the 3rd
March.

This Steamer has superior Accommoda-
tion for First and Second Class Passengers
and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SEISSSEN & Co.,
Agents.
Hongkong, February 1, 1896. 257

Sailing Vessels.

FOR SAN FRANCISCO.
The 193 A.T. British Ship
Brookfield,
Percival, Master, will load
here for the above Port, and
will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, December 5, 1895. 2277

FOR NEW YORK.
The 3/4 L.T. American Ship
Daniel Burns,
AAR, Master, shortly ex-
pected, will load here for the
above Port, and will be despatched on or
about the 13th February, 1896.

For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, January 14, 1896. 2683

Insurances.

**NORTH BRITISH AND MERCHANT
INSURANCE COMPANY.**

TOTAL FUNDS at 31st December, 1894,
£11,671,018 2s. 2d.
Authorized Capital.....£3,000,000 0 0
Subscribed Capital.....£2,750,000 0 0
Paid up Capital.....£2,500,000 0 0
Fire Funds.....£2,410,922 7 3
Revenue Fire Branch.....£1,546,856 18 7

HAVING been appointed AGENTS of the
above Company we are prepared to
Accept European and CHINESE RISKS at
Current Rates.

SHEWAN & Co.,
Agents.
13 July, 1895. 1300

UNION ASSURANCE SOCIETY.
(Instituted in the Reign of Queen Anne
A.D. 1714).
CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £130,000.
TOTAL INVESTED FUNDS EXCEED £2,700,000.
TOTAL ANNUAL INCOME, £350,000.

THE Undersigned, having been appointed
AGENTS of the above Society in Hong-
kong, is prepared to issue Policies against
FIRE on the usual terms.

HARRY WICKING,
Prin. Agent.

THE REVENUE OF CHINA.
A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.
THIS PAMPHLET is now ready,
and may be had at the
Office of the Editor, at 10, PRINCE STREET,
Messrs. LAY, CAWFOORD & Co.,
Messrs. KELLY & WALSH,
and Mr. W. H. BARNES.

Price..... 60 Cents.

Intimations.

**THE CHINA FIRE INSURANCE
COMPANY, LIMITED.**

THE Twenty-Seventh Ordinary MEET-
ING of SHAREHOLDERS in the
Company will be held at the Company's
Office, No. 3, QUEEN'S ROAD CENTRAL,
Yokohama, on WEDNESDAY, the 13th
February, at Twelve o'clock Noon, for the
purpose of receiving a Statement of Ac-
counts and the Report of the Directors for
the year ending 31st December, 1895.
The Transfer BOOKS of the Company
will be CLOSED from the 5th to the 13th
Idem, both days inclusive.

By Order,
GEO. L. TOMLIN,
Acting Secretary.
Hongkong, January 27, 1896. 216

**HONGKONG AND WHAMPŌA DOCK
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.
THE Ordinary Yearly MEETING of
SHAREHOLDERS will be held at
the Office of the Company, No. 14 PRINCE
STREET, on MONDAY, the 24th February,
1896, at Noon, for the purpose of receiving
the Report of the Directors and the State-
ment of Accounts for the 31st December,
1895.

The Transfer BOOKS of the Company
will be CLOSED from the 10th to the 24th
February, both days inclusive.

By Order of the Board of Directors,
R. COOKE,
Acting General Manager.
Hongkong, February 3, 1896. 272

**HONGKONG FIRE INSURANCE
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.
THE Twenty-Seventh Ordinary Annual
MEETING of SHAREHOLDERS in the
above Company will be held at the
Office of the Company, Pedder Street,
on THURSDAY, the 27th Proximo, at
Noon, to receive a Statement of Accounts
for 31st December, 1895, and the Report
of the General Managers, and to elect a Con-
sulting Committee and Auditors.

The Transfer BOOKS of the Company
will be CLOSED from the 14th to the 27th
Proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong Fire Insurance Co., Ltd.
Hongkong, January 27, 1896. 217

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silvermiths.
AUTOMATIC SOLAR LANTERNS AND
METEOROLOGICAL
INSTRUMENTS.

VICTORIAN CELEBRATED
BINOCULARS AND TELESCOPES.
RIGOROUSLY AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAVY BOOKS,
English SILVER & ELECTRO-PLATED WARE.
CHRISTMAS & C. ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
in great variety.
D. I. M. O. S.

DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON
PATENT, at very moderate prices.

**WINDMILL HOUSE,
HONGKONG.**

THIS Establishment, situated in the
elegant Building known as 'CON-
NAUGHT HOUSE,' offers First-Class Ac-
commodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall
to sixth Floor, in charge of experienced
Attendants.
Favourable Arrangements made for
Families and for Monthly or Extended
Periods.

P. BOHM,
Proprietor and Manager.
Hongkong, November 24, 1894. 1907

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E. B. PARKER, Esq.,
H.B.M.'s Consular Service.

To be had of Messrs. LAY, CAWFOORD
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Mr. W. BARNES; and at the China Mail
Office.

